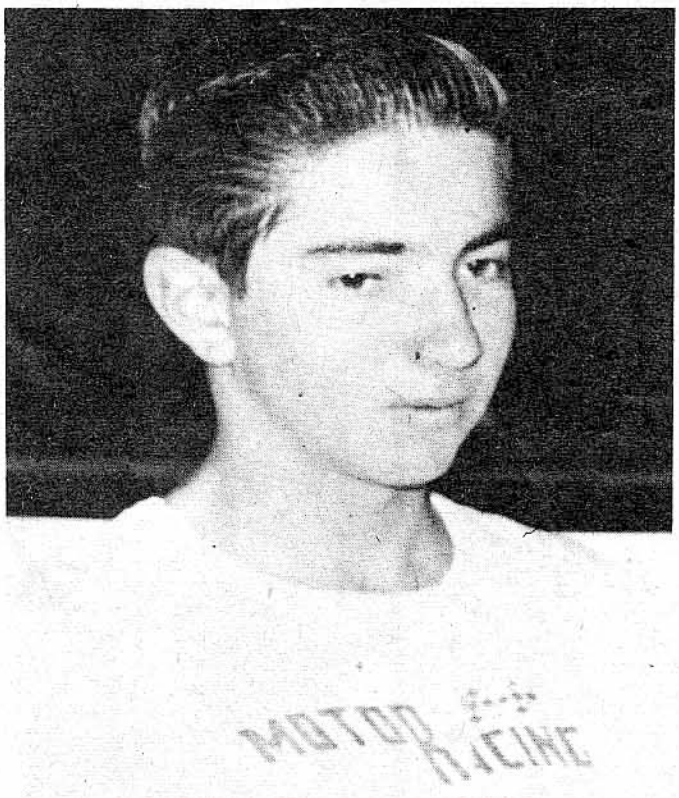
MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 17 Culver City, Calif. June 24 - July 1, 1960
(Published bi-weekly except last issue of calendar year) 25c

OLIVIER GENDEBIEN

PAUL FRERE



RICARDO RODRIGUEZ

Gendebien - Frere Ferrari Wins At Le Mans

SPECIAL TO MOTORACING

LE MANS, France, June 26 — The toughest sports car race in the world—the 24 Hours of Le Mans—was won by a 3-liter factory Ferrari before 200,000 fans enjoying a carnival revel here today.

The winning drivers were Olivier Gendebien and Paul Frere of Belgium.

The winner is the car covering the greatest distance in 24 hours. The 12-cylinder Ferrari covered 2, 619.086 miles at an average speed of 109.128 m.p.h.—slightly below last year's winning Aston-Martin, driven by Carroll Shelby and Roy Salvadori.

The Belgians led practically all the way—except for the first 90 minutes, when Masten Gregory (teamed with Chuck Daigh) ran away from everybody in a 2.8 "Birdcage" Maserati. The car broke down several time later and was out at midnight last night.

Ricardo Rodriguez, the phenomenal 18-year-old from Mexico City, and Andre Pilette of Belgium finished second in a privately-entered 3-liter Ferrari. They were three laps—or about 25 miles—behind in a race that rarely was close.

Ferrari lambasted Porsche in the race for the world's sports car racing championship. Ferrari took six out of the first seven places today. The victory enabled Ferrari to overtake Porsche, 30 to 26. Before today, the German car led, 26 to 22.

An English Aston-Martin interrupted the Ferrari rout by

(Continued on Back Cover)

HOW I FOUGHT BACK

The small car driver is mean, sneaky, and quick to take advantage of the weakness of those less fortunate inside Detroit behemoths. I've come to this conclusion after watching these fiends weave in and out of hideous traffic jams like berserk hummingbirds.

Ah, the impotence, the frustration one feels when these bugs skitter underneath one. Manipulating what seem to be seven gears forward while wearing the foolish smile of the lotus eater, these drivers and their steeds exude a devastingly insouciant air along with the gas and oil fumes from their ridiculous little tail pipes. But the foreign devils I despise the most are those who attach a tugboat's klaxon horn under the hood and then stealing up on silent tread, invisible

to the rear view, they . . . but you know what happens every time. I don't jump so high now that I've installed seat belts.

How to fight back? There's only one way. I now wear a brimmed cap, flying ascot, and metal clips around my trouser legs, and I sleep nights, because driving is fun again. No more royal jelly and tranquilizer cocktails. Yes . . . I now pedal a bicycle!

—Burt Kaufman.

(Reprinted from the Saturday Review)

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ENTRIES PASS 100 MARK FOR SANTA MARIA RACES

Cal Club race chairmen Dick Pharo and George Svihus today anounced that more than 100 entries have already been received for the Santa Maria road races on July 2-3.

"The field is shaping up nicely," the chairmen said.

A SAD, SAD DAY IN BELGIUM:

2 Killed as Brabham 1st

By HENRY N. MANNEY III
MOTORACING Staff Writer

FRANCORCHAMPS, Belgium, June 19—Run on the winding and extremely high-speed Francorchamps circuit, today's accident-ridden Belgian GP, if robbed of a certain part of its promise by Stirling Moss' sliding off the road yesterday, proved not only to be full of surprises but yet another conclusive win for Australia's Jack Brabham (Cooper) at a speed of 134 mph (2 hr. 21 min. 37 sec. for 317 mi.). Following him in, after a series of last-minute pit stops and retirements, were teammate Bruce McLaren (leader in point standings), local boy Olivier Gendebien (Cooper), and Phil Hill (Ferrari), who had lain second for most of the race. Also classified were Clark (Lotus) and Bianchi (Cooper).

Several cars left the road. Chris Bristow (Cooper) was killed instantly when he entered the very fast Malmedy curve too quickly, and Alan Stacy (Lotus) crashed and burned to death after having left the straight for some unknown reason.

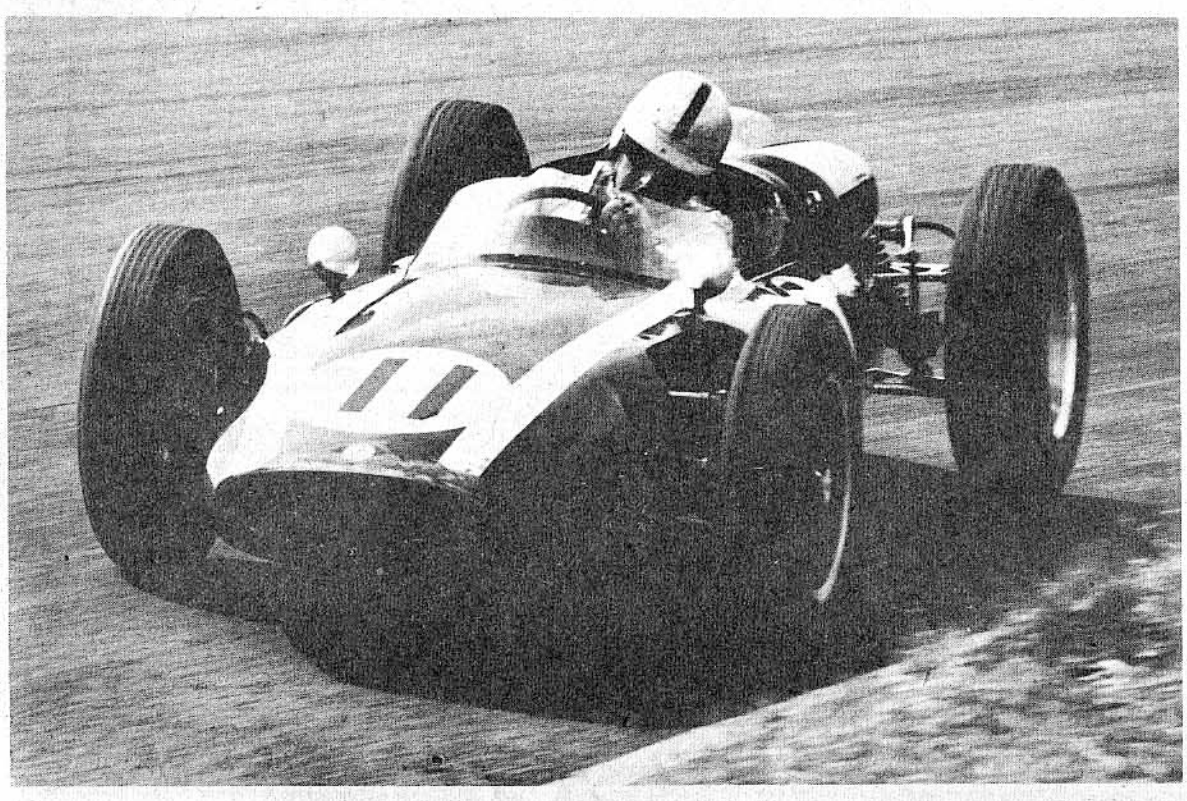
Fast Circuit

Winding through the Ardennes forest, the Spa - Francorchamps Malmedy course demands the ultimate from both car and driver as there are no slow corners except one hairpin, and the quick boys get around very rapidly indeed. Hawthorn's record lap in 1958 for the 14.1km. being around 4'01".

This year, after some stirring about, 13 drivers got themselves under that with fastest time of 3'50" being credited to Brabham. Moss was just getting warmed up in his Lotus when he lost a rear wheel just before Malmedy corner, in a 140mph sweeping downhill righthander, and slid into the bank.. He was pitched out and suffered broken legs, three broken ribs and a broken nose. Mike Taylor, who shouldn't have been out there anyway due to lack of experience, went into the woods also when a butt-welded joint in his steering column failed,and also broke some ribs plus his collarbone.

There was some talk about Lotus not being allowed to start because of all this monkey business, but they were on the grid just the same. After a morning of fog and cloud, the sun sort of came

(Continued on Page 4)



WORLD CHAMPION Jack Brabham of Australia shows his winning form as he hangs the Cooper out around Hunze Rug in the Dutch Grand Prix at Zandvoort. He was followed by Innes Ireland, Lotus; Graham Hill, BRM; Stirling Moss, Lotus; Wolfgang von Trips, Ferrari, and Richie Ginther, Ferrari. Story was in last issue of MOTORACING. Other photos on Page 3. (MOTORACING photo by Henry N. Manney III)

Vignettes

By Gus V. Vignolle

- **COMIC-OPERA!**
- **SOME FLACK!**
- **ROLL BARS!**

IT IS SAD indeed that practically since its inception, the beleaguered Riverside Raceway has had a definite comic-opera tinge. Actually this isn't too tough to gulp when you ponder some of the people who have been connected with one of the major road circuits in America . . . not all, however, were clowns.

Not long ago, **John Edgar,** a principal owner, sold out. He was joyous to get out from an untenable situation--and he took a jolt that must have cost him $100,000.

Dean Mears, a personable young man who drove a 300SL with some success around here, announced he had bought the joint. Skeptical, I asked Mears: "All bullcon aside, just **who** owns the raceway?" Without batting an eye, he said: "The owners are myself, **Roy G. Lewis** and two attorneys." Names of the latter are of no matter.

Last week, shortly after the switch of the important US Grand Prix was effected from Sebring to Riverside, Mears was out on his you-know-what." It developed that he was about as much an owner as I am.

He had promised **Sunnie Baker,** the Porsche driver, the job of administrative assistant. She quit a good job for the phantom post. He let her hanging on a limb for six weeks.

It appears now that Lewis is the Big Spud, probably owning 80%, with maybe the two mouthpieces latched to the other 20%.

Steve Mason, of whom Mears once told me: "He will handle public relations--but only temporarily," may have a small piece of the joint." It has been said that he has a $10,000 per annum contract. Who knows!

THE FRONT MAN?

Lewis is a mythical character. He may have owned the raceway right along, using Mears as a front man.

You will recall that Detroit divorced itself from the speed and racing kick a few years back. Lewis took over the Mercedes dealership about the time that Studebaker-Packard moved in as

(Continued on Page 3)

ROMULO TAVONI, Ferrari team manager, has been sharply criticized for assaulting a photographer at the Monaco Grand Prix at Monte Carlo. Tavoni blew his stack when the photog attempted to get a shot of Wolfgang von Trips' Ferrari, which had suffered damage to its chassis. (MOTORACING photo by Henry N. Manney III)

"Luigi's Steering Column, Reading time: 4 min. - 1 Martini - 22 Sec." —Northwest Sports Car News.

BAD NEWS

Bristow, Stacey, Bryan Killed; Moss Injured

Black indeed was June 19 for racing in both Europe and America.

In the Belgium Grand Prix at Francorchamps, two drivers were killed and two others—one of them the great Stirling Moss—were seriously injured in accidents unrelated to each other.

At Langhorne, Pa., Jimmy Bryan was killed. He was a former big-car national champion, won at Indianapolis in 1958, was 1957 winner of the 500 Miglia Di Monza in Italy and, three years ago, proved his sports car driving ability by booming a Maserati to victory in a furious wind at Willow Springs, near Rosamond, Calif.

And at West Haven, Conn., a two-car crash resulted in the death of midget driver, Al Herman.

Two Deaths In Belgium

The fantastically-fast Belgium course took its heaviest toll. Killed were two comparatively new British GP drivers—Chris Bristow and Alan Stacey.

The day before, in practice, Moss and another British driver, Mike Taylor, were injured.

Not only was it a sad, sad day for racing, as MOTORACING's Henry N. Manney III reports in other columns, but it was a blacker day for the British Lotus racing car.

Stacey, Moss and Taylor were behind the wheel of Lotuses, while

(Continued on Page 7)

GERI FLEMING AD MANAGER

Geri Fleming, MOTORACING staff writer, publicist and active in the So. Calif. sports car scene for the past five years, has been named advertising manager of this publication.

Working with her in her new post will be Lou Ames, avid sports car race follower and veteran auto insurance executive.

Miss Fleming was editor of LA SCCA's Regional Ramblings for two years, and during that time also served as publicity director of the local region.

She has been in charge of publicity for the Corvette Club of Pasadena and the Automotive Press Assn. She currently holds down those two posts, and is secretary-treasurer of APA.

GERI FLEMING

She was largely instrumental in the success of the recent Rally de Bunny Hop for underprivileged children. She handled publicity for the event.

Miss Fleming recently returned from Indianapolis, where she completed the TV script for the 1960 500-mile race film, produced by W. Craig Stewart Productions.

A resident of Encino, Miss Fleming at present is handling publicity for the Turisimo de Corvette III rally, sponsored by Corvettes, Ltd., Corvettes of So. Calif., Corvette Club of Pasadena, Check-

(Continued on Page 7)

McLaren Holds Driving Lead

After four Grands Prix (Argentina, Monaco, Holland, Belgium), Bruce McLaren of New Zealand (Cooper) leads in the world's driving championship with 20 points.

1959 champion Jack Brabham (Cooper) is next with 16, followed by Stirling Moss (Lotus), 11; and Phil Hill (Ferrari) and Innes Ireland (Lotus), each with 7.

Letters to Motoracing

SCCA STALLING

...As for the column on the Weiss crash, my column, published in the Tribune and the sister paper The Palo Alto Times as a weekly feature, was the only Bay Area daily to blast the SCCA on roll bars. Even a week after the column **NO** other paper said boo about roll bars.

After talking with several SCCA members, all of whom did not want to be quoted, they agreed that what I said was correct. Others dodged this issue and would only converse on the weather or the looks of the girls' legs that passed. Man, are they scared of losing their badge bar decorations!

Only man that would make a statement was Bob Herda of Portola Valley, head of the Tech committee. He said that his committee from here on in would be **TOUGH** and expected to make many enemies but hopes to save some lives or cracked skulls.

Herda said that from now on roll bars must be head high with the measurement taken with the driver in the car wearing crash hat. Roll bar must be supported in the fore and aft direction at a point no lower than two thirds high of the bar as measured from the base of the mounting point.

Having been in this racing dodge since 1930 as a red-hot fan and writer for an eastern weekly racing newspaper, I can view the recent Sam Weiss crash with some experience.

Having just checked my records as to roll bars, I find the fiirst local use of the life-saving device on a Crager Special driven by Duane Carter on the old half-mile inside the old Oakland mile back in 1936; in fact, on the day the picture was taken Carter got upside down and walked away from what might have been a serious spill.

But the question to be answered: How come USAC, Cal Club and SCCA passed the Cooper Monaco with its almost non-existent roll bar?

I think the sports car racing associations are missing the boat when they fail to either enforce their roll bar specifications or bring them up to a realistic standard. A quick check on Indianapolis cars shows they are not in the least bit timid when it comes to putting on good strong roll bars, and who can blame them?

They had all better shape up before it's too late.

BOB GARNER
Redwood City Tribune
Redwood City, Calif.

AND A GOOD BOOK

We are pleased to send you, under separate cover, a complimentary copy of our official yearbook "Monza 1960," just edited.

The book gives an accurate account of our Autodrome, one of the best known and most up to date in Europe, and of the various activities which have taken place in it during the past year. Futhermore, in its historical section there is a full report of the 1957 and 1958 editions of the Monza 500-mile race, which was the fastest race in the world, and was run on our speed track with the participation of a selection of the best Indianopolis cars and drivers.

For these reasons we thought that our book might find a good reception among American fans who wish to get acquainted with the European motor-racing world, and we included a complete English translation of the text.

We hope that you will like it and find some space in your publication for reviewing it. The book can be bought by sending $4.50 in cheque or banknotes to our company (S.I.A.S. — Autodromo Nazionale, Monza, Italy), this price including postage expenses by ordinary mail.

G. BACCIAGALUPPI
Manager, Autodromo
Nazionale, Monza, Italy

PAYOLA UNNECESSARY

Enclosed please find a brochure for Santa Anita FCCA's Tralom 3 (Go-Kart Raceway, Azusa, July 31). The fact that we have had over 200 cars participating in both Tralom 1 and 2, leads us to believe that this is one of the most popular events of its kind held in this area. Although the upcoming event is still more than a month away, the entries are starting to come in, and we hope to make this event just as successful as the previous two.

I have looked high and low but I can't find anything to send along as "Payola," but we certainly would appreciate any coverage and advance publicity you could give to us. We are just a small club, but we all work very hard to make this an enjoyable event for the sports car enthusiast.

KEN BUNDY
President, Santa Anita
FCCA, Altadena, Calif.

JAPANESE GET BLAST

As a long-time admirer of Japanese industriousness and workmanship, I had planned to buy a Toyopet, and my mother-in-law was contemplating buying a Datsun. But now I am getting either a VW or Renault—and that also goes for my mother-in-law. And all of our family has started a campaign to discourage Americans from buying Jap cars — or anything Jap. After that Jap uprising against the President, every American should do the same. We should kick all these Jap cars back to Japan. Better not...because they could use the scrap against us. And you won't find any rum in our liquor cabinet because of that maniac, Castro. I'm not even using sugar in my coffee any more.

GLORIA RIGALT
Glendale, Calif.

Pacific Coast Race Standings

By ERIC HAUSER

Races which have been scored in computing point standings are as follows: Palm Springs (L.A.—S.C.C.A.); Willow Springs (C.S.C.C.); Pomona (L.A.—S.C.C.A.); L.A. Examiner—Herald Grand Prix (U.S.A.C.—C.S.C.C.); Cotati (S.F. — S.C.C.A.); Vacaville (C.S.C.C.); Madras (Cascade S.C.C.); Del Mar (L.A.—S.C.C.A.); two races at Shelton (N.W.—S.C.C.A.); Arlington (N.W.—S.C.C.A.); Westwood B.C.; Phoenix (Arizona S.C.C.A.); Salt Lake City (S.C.C.A.); and Laguna Seca (S.F.—S.C.C.A.).

MODIFIED OVER 2000c.c.

1.	Bob Drake — Maserati	165
2.	Dick Morgensen — Ferrari T.R. MK II	101
3.	Max Balchowsky — Old Yeller	76
4.	Mike Roetner — Monza Ferrari	71
5.	Alex Budurin — Ferrari T.R.	58
6.	John Masterson — Chev. Spl.	50
7.	Bill Krause — D-Jag-Chev.	49

CLASS E MODIFIED

1.	Ken Miles — Porsche R-S-60	86
2.	Sam Weiss — Cooper Monaco	34
3.	Dick Hogue — Porsche RSK	29
4.	Chuck Parsons — Lotus-Ferrari	25
5.	Carroll Shelby — Porsche RSK	21

CLASS F MODIFIED

1.	D. D. Michelmore — Porsche RS	88
2.	Don Wester — Porsche RS	68
3.	Jay Chamberlain — Lotus	64
4.	Lew Florence — Lotus	41
5.	Emil Pardee — Porsche RS	37
6.	Ralph Ormsbee — Lotus	34

CLASS G MODIFIED

1.	Kurt Neumann — Lotus	81
2.	Art Snyder — Lotus	73
3.	Art O'Connor — Lola	69
4.	Frank Monise — Lotus	68
5.	Randy Cowherd — Lotus	61
6.	Strother Jones — Lotus	48
7.	Don Maslin — Lotus	38

CLASS H MODIFIED

1.	Harry Jones — Lotus-Fiat	118
2.	Chuck Gounis — Fiat-Crosley	103
3.	George Schillreff — Saab	61
4.	Hugh Pryor — Sondra	53
5.	Bill Molle — Fairchild	52
6.	I. Lindquist — Saab	45
7.	Jack Sparks — Miller-Sparks	40
8.	Don Miller — Miller	39

CLASS B PRODUCTION

1.	Tony Settember — Young-Corvette	52
2.	Vince Mayell — Mann-Corvette	30
3.	Buford Lane — Washburn-Corvette	27
4.	Bob Dickson — Corvette	22
5.	Bob Bondurant — Bechtold-Corvette	21
5.	Dave McDonald — Steves Corvette	21

CLASS C PRODUCTION

1.	Peter Culkin — M.B. 300 SL	52
2.	Hap Richardson — Jaguar	34
3.	Gary Yonemoto M.B. 300 SL	34
4.	Dave Troeifer — M.B. 300 SL	17
5.	Frank Saraga — Jaguar	15

CLASS D PRODUCTION

1.	Jay Hills — Porsche Carr	65
2.	Ron Bucknum — A.C. Bristol	56
3.	Rick Hilgers — Morgan	52
4.	E. Mendenhall — Porsche Carr	44
5.	Frank Crane — A.C. Bristol	37
6.	Bob Windhorst — A.H. 100 S	33
6.	Ted Conrad — Porsche Carr	33

CLASS E PRODUCTION

1.	R. W. Kastner — T.R.-3	134
2.	Gary Beitel — Porsche	108
3.	Bill Hinshaw — Porsche	84
3.	Hank Montonen — Porsche	84
4.	Roger Showi — Morgan	79
5.	Walt Davis — Porsche	75
6.	Dr. Ken Hayes — Morgan	70
7.	Dan Stephens — A-H	57

CLASS F PRODUCTION

1.	Ed Barker — Porsche	177
2.	Steve Froines — Alfa Romeo	96
3.	John Lumkin — MG-A	90
4.	Ray Pickering — Elva	76
5.	Jim Fitzgerald — Alfa Romeo	62
6.	Bob Greenland — Porsche	57
7.	C. Gates — Porsche	56

CLASS G PRODUCTION

1.	Bruce Augustus — Alfa Romeo	33
2.	John English — Alfa Romeo	24
3.	Jim Fouch — Alfa Romeo	23
4.	Willie West — Alfa Romeo	22
5.	O. Bigler — Alfa Romeo	15

CLASS H PRODUCTION

1.	Paul Cunningham — A.H. Sprite	127
2.	Dave Grossman — A.H. Sprite	111
3.	Bill Young — A.H. Sprite	81
4.	Bob Bent — A.H. Sprite	76
5.	Dick Boyle — A.H. Sprite	44
6.	Gary Meeker — A.H. Sprite	34

CLASS I PRODUCTION

1.	Hud Stephenson — Fiat-Abarth	86
2.	Dan Parkinson — Fiat-Abarth	33
3.	Don McCune — Fiat-Abarth	24
4.	Frank Aldhous — Fiat-Abarth	21

WOMEN — OVER 1600 cc.

1.	Ginny Simms — Corvette	56
2.	Barbara Windhorst — A.C. Bristol	48
3.	Paula Murphy — A.H.	30
4.	Gail Liebart — Ferrari	29
5.	Audrey Edinger — Corvette	25
6.	Louise Wilson — A.C. Bristol	20

WOMEN — UNDER 1600 cc.

1.	Betty Shutes — Porsche RSK	94
2.	Joan Galloway — Lotus	90
3.	Pru Baxter — Lotus	60
4.	Charlotte Duncan — Lotus	52
5.	Alice Warren — Alfa	44
6.	Sunnie Baker — Porsche	27
6.	Barbara Nieland — MG-A	21

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LOWEST PRICED

New York, June 15...

The suggested retail price of the Renault 4CV four-door sedan has been reduced from, $1,395 to $1,343, POE West Coast. Jack Kent, general sales manager for Renault, said today here that the reduction is "frankly a move to meet the needs of buyers who want to hold to a minimum their investment in a new car." This makes the 4CV the lowest-priced four-door sedan on the American market.

AND THAT'S PRETTY BAD

"You're a worse Babbitt than my wife." —Overheard outside a Las Vegas hotel room.

★ ★ ★

LOTS OF LEMONS

Ventura County ranks first in America in the production of lemons.

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

You really can believe those ads about saving money by buying a car in Europe. Or at least you still could last year.

Our landlord, who is a waiter, ordered a Mercedes 219 before going to Germany then.

He picked up the car for $2800 (with leather upholstery) at the factory in Stuttgart; shelled out another $320 to bring it home on a boat with him as accompanied luggage; and paid a final $153 duty at p.o.e. as a used car. (The Mercedes by then had 7000 mles clocked on it.)

The same car sold for $4600 here in 1959. In other words, a $1323 savings right there. The Mercedes 219, no longer in production, was the economy model of the 220. It had the same engine, but only one carburetor.

SMALL CAR AILMENT

Now they're blaming a new ailment on small cars. Dr. Jerome F. Strauss, Jr., Chicago, calls it "small car syndrome," and says it's marked by complaints of chest and hip aches.

Dr. Strauss traces these compliments to smaller cars or sports cars which have less room and require more muscle power to drive.

Writing in The Journal of the American Medical Association, he explains. "The smaller automobiles may add the additional problem of narrower doors and often depressed floors and offset control pedals. The enthusiast may tend to forget that he is using the muscles of the chest and shoulder girdle in a fashion to which he is not accustomed." ....

The doctor adds that the hip and the back symptoms are caused by the necessity of rotating the hip when entering or leaving a smaller car and "limitations in foot room that compel the front-seat passenger to sit with the lower half of the body rotated in order to secure the maximum available space."

Dr. Strauss claims that he first noted the symptoms in patients who had just bought small cars and that the most common complaints were mild muscle spasms or muscle tenderness.

The only cure for "small car syndrome," the medical man claims, is to stop driving, but small car owners aren't impressed. "Once the diagnosis was established," Dr. Strauss notes, "the patients were content to live with their discomfort"

Dr. Strauss did not say what kind of a car he drives.

MORE ECONOMY

An AP dispatch out of Detroit indicates you'll hear a lot more about "economy" this fall when the 1961 model cars make their debuts.

That was to have been the key word this year for the Corvair, Falcon and Valiant, but instead us perverse public picked up the word "compact," which George Romney and his Rambler had been trying to get us to use for years.

The second try is beng sparked by basic market research studies that show the potential smaller car buyer is more interested in operating economy than in initial price. One survey showed twice as many people interested in better gas mileage than in a low selling price.

OLDEST VW

The oldest VW still in active service in America is now owned by Harold Kuhn, an Emerson, Nebr. farmer. It rolled off the production line in Wolfsburg, Germany, Dec. 30, 1945 and was unearthed in a recent VW contest.

The 15-year-old car was actually still registered in the name of AF Sgt. Dwain R. Margeson, Dalbo, Minn., as of Jan. 1, the date for registered ownership under the VW contest rules.

However, both Kuhn and the sergeant, who had turned the car over to Kuhn in a still uncompleted sales deal, soon will be driving brand new VWs. The winner of a flip of a coin will get the 1/2 millionth VW soon to be imported into this country and the loser, the 500,001st.

To slice off one month in time needed for US delivery of VWs, the Germany firm has set up additional production lines in Brazil. Production at the Sao Paulo plant is being stepped up from 120 to 600 cars daily.

The Volks-Liner, a 17-foot inboard powered by a 36-hp VW air-cooled marine engine has been introduced in New York by Inboard Marine Company. The six-passenger boat is to be sold exclusively by VW auto dealers.

Note to Sam Weill, Competition Motors, Hollywood: We stand corrected. More VW's were sold in Southern than Northern California in 1959.

J. NAKAYAMA has been named vice-president of Toyota Motor Sales Co., of USA, and president of Toyota Motor Distributors. He said his Japanese firm will introduce a new small car, the Toyopet Tiara, to the US in late August. It will be priced to compete with VW and Renault.

CARAVELLES DUE

John Green, back from his mission to the Renault factory in France, reports that some 200 of the up to now difficult-to-procure Caravelles, are scheduled to arrive this month. His 100 dealers in California, Arizona, Nevada and Utah, will receive another large shipment in July. Eventually the two-door, four-passenger convertible will be available in three different models: soft-top with hideaway recess for the top; fixed hard-top coupe, and hard-top convertible with a detachable hard-top in addition to the conventional soft top.

We've received clarification on some new models being produced by Peugeot. The company has started producing the 403-7, which will not be imported to the U.S. and the 404. The 404 will not reach the U.S. until some time in 1961 because production is limited and the company wishes to build up parts & services in advance. The Peugeot 403 sedan, the car now being imported, will remain on the market. It is not to be supplanted by either the 403-7 or the 404.

Renault-Peugeot dealership changes: The Camp Motor Co., 2502 Park Ave., Chico, owned and operated by Lud R. Camp, is now Park Motors, Inc. . . . O. N. McBride has joined William Noll, Noll Auto Co., 44435 Sierra Highway, Lancaster, Calif. in partnership. New name is Noll-McBride Co. . . . John Bohls, Inc., 9609 Lakewood Blvd., Downey, formerly with Yeakel Bros., has been awarded a franchise. New and separate facilities for their Renault-Peugeot business has been established at 4691 Van Nuys Blvd., Van Nuys, Calif. by Holiday Motors, Inc.

At least one import, in the price range most affected by the American compacts, is making price adjustments —only that isn't the reason given.

Volvo has announced that the new lower suggested retail price for its PV 544 family sports sedan is $2295 and $2595 for the 122S, the luxury town sedan.

The Swedish firm is also introducing economy models of its familiar PV 544. The new Volvo Standard will retail at $1995 and the Volvo DeLuxe at $2095.

The company's new regional sales manager in the Rocky Mountain states is **Robert Abbott.** His headquarters are in Denver, Colo.

Hoffman Motors Corp. has acquired a new parts warehouse at a cost of more than $250,000 at 1862 So. La Cienega Blvd. It will house parts for the three import lines handled by the firm, Fiat, Lancia and Alfa Romeo . . . SAAB Motors has opened a new Southeastern regional factory depot at Jacksonville, Fla. with **Theodore A. Frederick** in charge

STATS: Of the one million cars built by GM since January (a production record for the auto industry), about 140,000 have been Corvairs (not a record). (About 100,000 more Falcons had been produced by Ford as of June 11 . . . a record) . . . Quietly doing very well is Chrysler's Valiant. Its 1960 sales through June 11 of 134,706 have surpassed its Plymouth sister sales now by 104 cars.

passenger convertible will be available

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• Vignettes

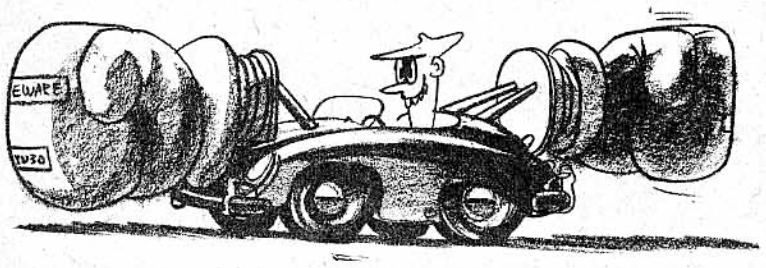
BY GUS V. VIGNOLLE

THESE RACE HANDOUTS ARE THE WORST EVER!

(Continued from Page 1)

sales agent for the German car. And it could be that Lewis thought it best to remain in the background, with Mears ostensibly the bossman.

That's merely this reporter's supposition. Lewis does not answer mail nor return phone calls. He knows nothing avout racing or running a racing plant. To him it's a business and a business only -- just an investment.



So when I called last week and asked for Mears, the girl's laconic answer was: "Mr. Mears is not with us any more." Nobody has seen or heard from him since.

Mason plunged into the task at hand--completion of the half-mile oval for its June 25 sprint car racing debut. This is an adjunct of the road racing layout. He has been doing a good job--and it could be that Riverside is destined for great things.

Zaz Vignolle

Nick Pastor

Anyway, they have the Formula 1 championship race, and it would not be surprising for Riverside to land the 12-hour Sebring enduro, maybe not for 1961 but for 1962.

MISINFORMATION

And that brings to mind the flack who works for an ad agency which handles the LA SCCA drum-beating. He shot out the handout announcing the Sebring switch. It was abortive--just about the worst we have seen in seven years.

The flack, a **Hank Konysky,** should learn something about his subject before allowing his mouthings to run wild. He quoted **Alec Ulmann** as saying the US Grand Prix probably will determine the driving champion of the world. On what basis on the then early stages of the GP campaign? Only three had been run then--Argentina, Holland and Monaco--and **Bruce McLaren** had led **Stirling Moss,** 14 to 11. Now, with Belgium having been run, McLaren leads **Jack Brabham,** 20 to 16.

How do they know it'll be close at year's end? But the word "probably" is as good a protective device as any. The world probably will come to an end some day, too.

In the same error-ridden handcut, which some of the metropolitan Snapper-Wrapper sports car "writers" used because they, too, don't know any better, Mr. Konysky spelled it **Sterling** instead of **Stirling Moss, Dan Guerney** instead of **Dan Gurney, Oliver Gendebien** instead of **Olivier Gendebien** of Belgium, **Joachim Bonnier** instead of **Joakim Bonnier, Bruce McClaren** instead of **Bruce McLaren, Ron Flockhart** of England instead of Scotland, **Caroll Shelby** instead of **Carroll Shelby.**

He also said Moss was runner-up last year; he was third behind Brabham and **Tony Brooks.** He said the "true thoroughbreds of road racing" were capable of speeds of more than 180 mph. Where?

He spoke of "other paraphanelia" instead of "paraphernalia." He spoke of "sport car fans" instead of "sports car fans." And Vanwald for Vanwall. And Maserati is not now racing a Formula 1 car . . .

There were other nifties, but why go on?

And even more laughable and inaccurate were the handouts from H. Konysky's office on the LA SCCA Pomona races. At least three persons mailed me these handouts, all underscored. Actually it was unnecessary, for we had already had our laughs.

In both cases this office got its facts from other sources, thank heaven.

If you can't learn and get hep, Konysky, you can start saving postage as far as we're concerned!

★ ★

PURELY PERSONAL---With justifiable pride we announce that our daughter, Zaz, whose little photo you see in the cap and gown, last week graduated from LA City College, where she was executive editor of The Collegian. Next stop: UCLA. . . .

★ ★

CONCEALED ROLL BAR?

We pulled a bull, too, in the last issue. The SF SCCA did not pass the **Sammy Weiss** Cooper-Monaco in three No. Calif. races --one of those was a Cal Club deal.

Answering my wire, a spokesman for the SF SCCA said: "Pictures of Weiss car are misleading because the factory roll bar which had been strengthened beyond factory specs by Sam was concealed under the rear deck body panel. Weiss drove the car in SF regional races (Cotati and Laguna Seca), and car was passed for competition by the Cal Club at Vaca Valley. The car was driven by Brabham at Riverside after USAC sanction."

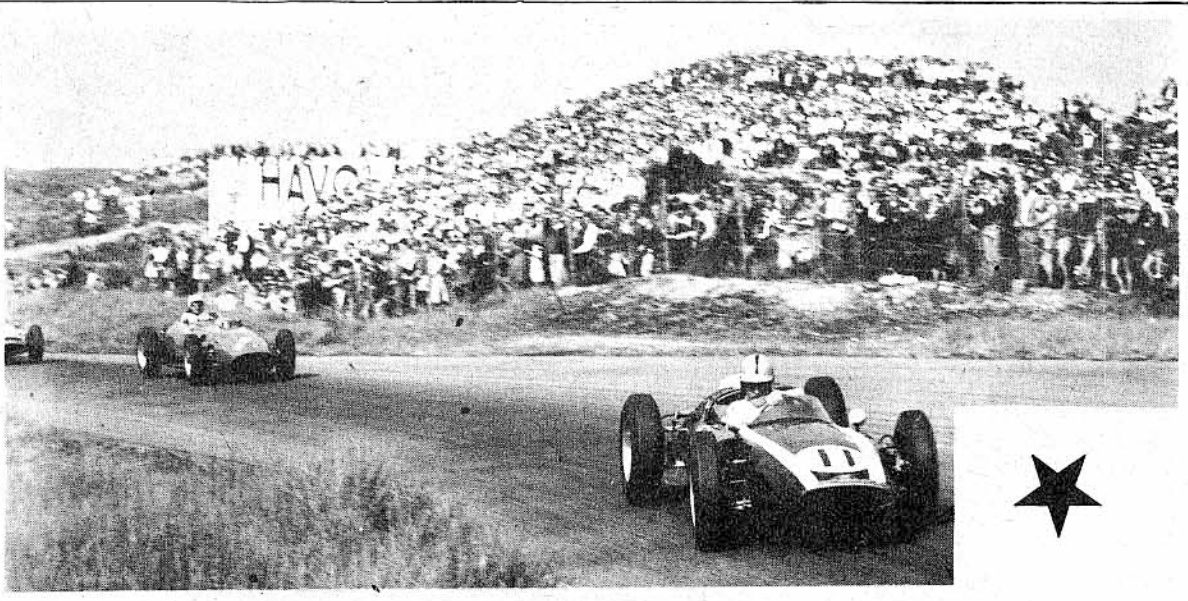
All I, personally, can say is that the roll bar should be level with, or above, the driver's head, and properly braced. And that goes for the "Birdcage" Maserati which **Bob Drake** has been driving and other similar roll bars lower than the driver's head.

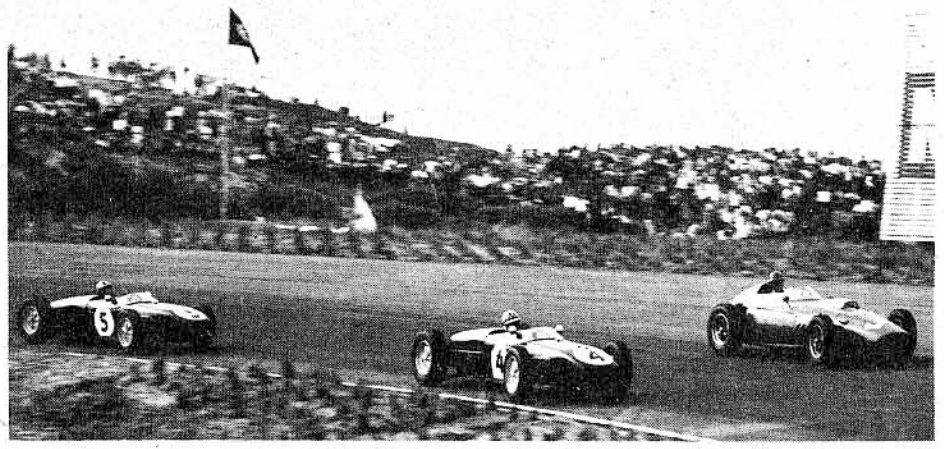
I happen to know that at Laguna Seca a car without any roll bar whatsoever ran both days. At Laguna tech inspection ,when the driver opened up the rearend of the car, no roll bar was in evidence. The pilot learned that it is possible for anybody to get away with anything at a road race these days.

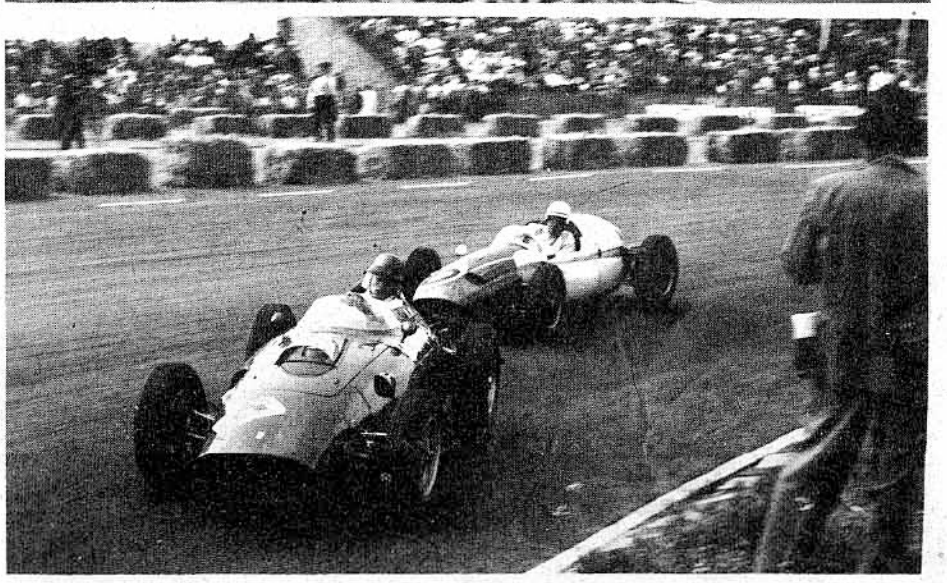
Dick Todd, how about your views on this important safety subject?

PASTOR HAPPY

NOTEBOOK JOTTINGS — Have never seen my friend, **Nick Pastor,** the sportsman and South Gate sports car dealer, as excited as he was the other day when he imparted the news he's now also handling Jaguar — the 3.8, Mk. IX, coupes, convertibles and the whole bit . . . I had met **Alan Stacey,** who was killed in the Belgium GP at the U.S. Grand Prix in Sebring. He was a quiet, unassuming Briton who had a definite tipo Latino. I met him at one of the turns after he became a DNF when his Lotus gearbox locked early in the going. He was out there doing all he could to help teammate **Innes Ireland,** who placed fifth . . . **Maury Powell** introduced me to **Jimmy Bryan,** who was killed the same day as Stacey, when he was driving for **Al Dean.** We became friendly and found him to be a real rib-artist, to say nothing of a great driver. About three years ago at Willow Springs, in a brutal wind, he was to drive a Maserati. The sports car weisenheimers cackled: "These Indy guys can drive their big-cars on an oval, but put 'em on a road course and they're not much good." Bryan walloped the field but good in the Maser . . . Excellent story in recent issue of Life on sports car sounds by those stars of the famed Riverside Records, **Bill Grauer** and **Barrett Clark . . . Jay Chamberlain** has closed his Ventura Blvd. spot, and **Jim Parkinson** has consolidated his Italiano Motors with the Renault agency in Burbank . . . Trouble with the ex-owner has resulted in **Jim Simms** pulling out of the Mardi Gras Nitery. He plans to reopen . . . Last fortnight's Payola: a 45-size, wheel-shaped recording of **Phil Hill** Talking About the Peugeot 403, from friend **Len Weissman:** Fiat Guide, by **Sloniger** ($1.95, Modern Sports Car Series, distributed by Sports Car Press for Crown Publishers, NYC) . . . The **Reventlow - Daigh** Scarabs also failed at Francorchamps, failed to finish . . . **Phil Hill** doused a blaze that enveloped his Ferrari in Belgium, started up again and hit the pits to plug a fuel leak and finish fourth after losing a lap.







TOP PHOTO shows winner Jack Brabham leading Phil Hill and Maurice Trintignant through a fast bend before holiday crowd of 100,000 in the Dutch Grand Prix at Zandvoort. Center: For most of the race, the works Lotuses of Innes Ireland (4) and Alan Stacey (5) circulated in close company. Here, Ferrari freshman Richie Ginther goes high on the Tarzan curve to let them through. Bottom: Driving a Ferrari is not without its drawbacks. Here, Ginther gets a little sideways trying to stay in front of Yeoman Credit's Henry Taylor. Other photo on Page 1. (MOTORACING photos by Henry N. Manney III)

★ ★

HOW'S THAT WEIGHT?

BRIEFLY NOTED —The reason the Avandaro races near Mexico City this year were for silver cups instead of cash is that the 1959 event (won by **Ken Miles**) sank the sponsoring RODA club $3200 (US) into the hole. They had no US name drivers there this year . . . Comment by **Bob Drake,** after losing out to Miles at Laguna Seca: "It was bad enough to have been beaten because something went wrong with the 'Birdcage,' but it would have been worse if nothing had gone wrong with the car" . . . A name long prominent (as a winner) in sports car racing may soon be associated with **Dick Rydel** at Redondo Beach's Autosport . . . **Don Wester,** the

(Continued on Page 5)

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Porsche Ahead Of Ferrari

After four world championship sports car races (Buenos Aires, Sebring, Targa Florio, Nurburgring), Porsche leads Ferrari, 26 to 22. Two 1960 races remain—Le Mans 24-hour and Venezuela.

In the News

WESTBURY, L.I., June 19 — A crowd of 37,000 say Harry Carter, Litchfield, Conn., drive a Sanguellini Formula Junior to victory here today in a revival of the Vanderbilt Cup race.

Hap Richardson, San Diego, in a stock Jaguar, posted best-time-of-day at the Cal Club's 1st Mission Bell Hillclimb near Oceanside.

Richardson had a real fight on his hands all day and had to come from behind during each of the three timed runs up the tough twisty 7/10th mile, five-turn course. The course record was lowered six times during the day, Richardson finally fish-tailing across the line in a record 50.70 seconds on his final run.

Dick Link, San Diego, flipped his Opel Sedan, landed on his wheels after a complete rollover and was carted off in the ambulance to be treated for a scratched forehead.

There were about 75 drivers on hand.

FCCA 3RD ANNUAL FIELD DAY

Overall — 1 Women, J. Selby, SBFCCA; 1 Women, J. Smith; 1st Men, L. Glick, RCA SCC; 2 D. Treloar, SBFCCA; 3 B. Fagan, El Camino FCC.

Regularity Run — 1 Walt & Betty Harper, LBMG; 2 J. Neros & D. Klick, AHOC; 3 F. Reiley and F. Buckles, SoFBFCCA.

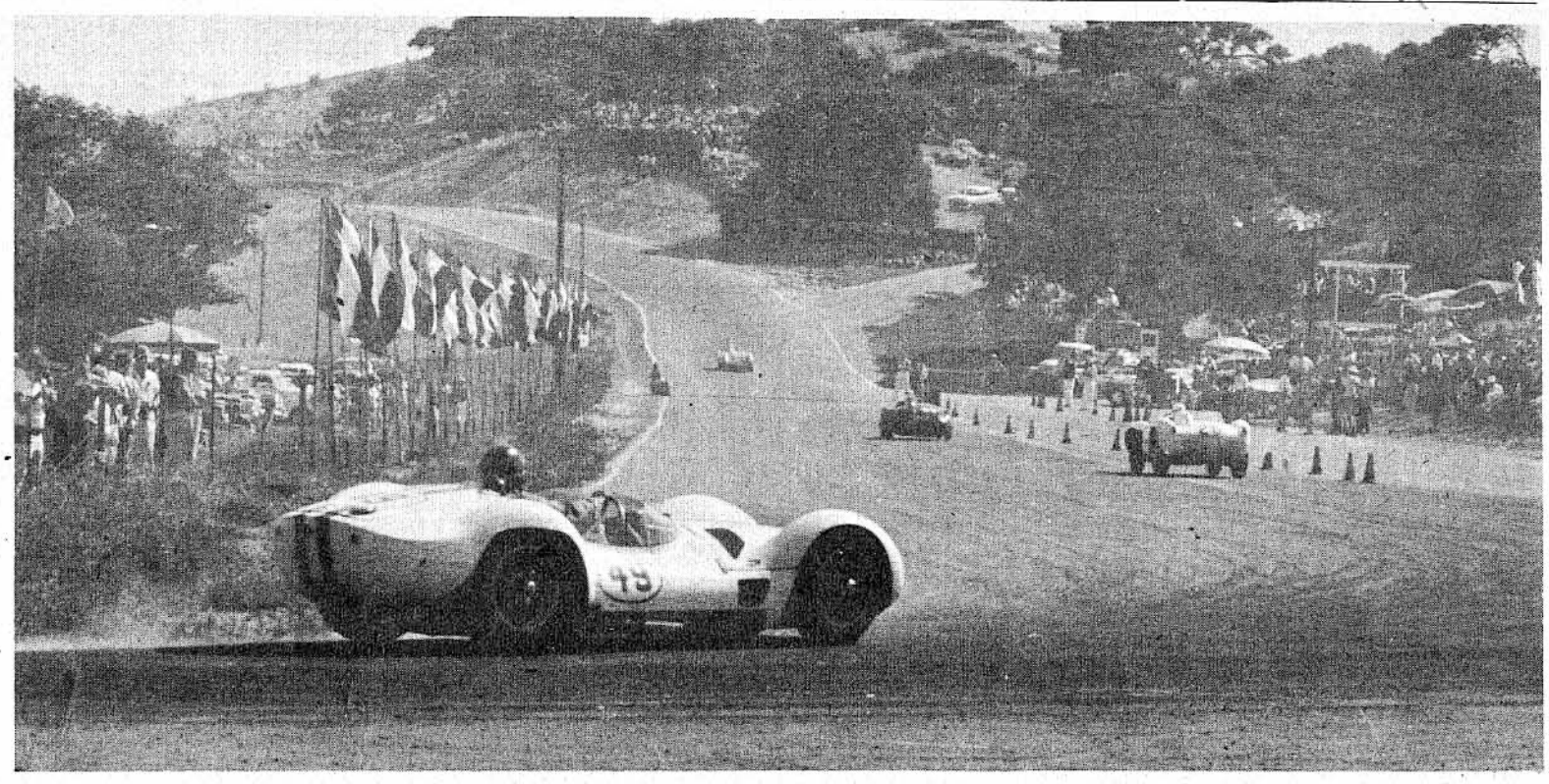
Monte Carlo Rally — 1 S. Seymour & F. Quigg, Stockton SCC.

Slalom — 1 Women, J. Selby, SBFCCA; 1. Men Class A, R. Goin; 1. B, W. Harper, LBMG; 1. Mens Class C, N. Anderson, SBFCCA; 1st Men Class D, E. Dempsey, Arrowhead; 1st Men Class E, D. Lehmann, ROCA; 1st Men Class F, K. Lyon, VWOC; 1st Men Class G, B. Jansen, SBFCCA; 1st Men Class H, L. Sherwin, ROCA.

Acceleration and Braking — 1 Women, B. Enoch, Northrop; 1. Men Class A, B. Levy, SFVFCCA; 1st Men Class B, W. Harper, LBMG; 1st Men Class C, H. Hemmele, GGFCCA; 1. Men Class D, J. Duff, Checkmates Corv.; 1. Men Class E, L. Kelso, PSCC; 1. Men Class F, T. Owens, Aerojet; 1. Men Class G, B. Jansen, SBFCCA; 1. Men Class H, J. Grafton, NASCAD.

Lap Time Trials — 1. Women, J. Smith; 1. Men, M. O'Brien, LBFCCA.

Trophy presentation will be on July 8 at the L. A. Police Dept. Auditorium, 150 No. Los Angeles St., Los Angeles, at 8 p.m.



LAGUNA SECA SCENE—Bob Drake whips around turn 9 at the Monterey, Calif. course during recent SF SCCA road race meet and heads up the home straight. Ahead of him, pointing into turn 1, is the Gordie Glyer Ferrari (26). The race was won by Ken Miles, Porsche RS-60, when Drake's car broke down near finish. He took second. (MOTORACING photo by Manuel Otumbo)

Brabham (Cooper) Winner

(Continued from Page 1)

out before a crowd of some 100,000 fans as the field leaped into life and up the hill past Eau Rouge bridge.

Brabham Leads

Brabham, looking carefully over his shoulder, was first around with Ireland (Lotus), Phil Hill, (Ferrari), Bonnier (BRM), Gendebien (Cooper), Graham Hill (BRM) and Brooks plus Bristow (Coopers) in an immediate bunch behind, followed by the rest with the Scarabs and Bianchi's Cooper bringing up the back.

Subsequent laps changed the picture to the extent that Ireland slowed and stopped at his pit to fiddle with his clutch; Phil Hill took his place and had a good old go at Brabham while they drew away slighly from a madly dicing bunch consisting of McLaren (who had come up), G. Hill's BRM, Gendebien and Bonnier's BRM.

Brooks, much fancied because of his fast practice time and win in 1958, dropped out with gearbox trouble. Reventlow's Scarab did not appear for the second lap, and Gurney trundled his BRM into the pits blowing steam out of the pipe.

Actually that was the main order of the race for most of its distance with a few trimmings about the third-through-sixth place cars which were continually swapping places among themselves, although Brabham and Hill were pulling away to such effect that they (plus Ireland, who had come out of the pits) turned a joint fastest lap of 3'51.9".

Bonnier Out

Gendebien, by dint of some very shaky motoring, got in front of his bunch, which was reduced by one when Bonnier bent a valve and retired. Further back, Trips was losing time with a faulty gearbox and eventually stopped out on the circuit.

New Boy Mairesse (Ferrari) began settling down and started to catch Bristow, who had been elbowing with Trips. Bianchi stoped to fix his gearbox, and Daigh, who had been motoring around at the back sprang a leak from the cambox region and after a short stop, retired.

Just before half distance, Ireland, who had been travelling in company with the other two Lotuses sort of in 9-10-11, turned up missing and it later transpired that he had spun on a very fast bend and killed the engine, but being pointed in the right direction let out the clutch in gear. The engine fired, set him spinning again, and he dived off the road down a 10-foot bank, luckily without personal harm.

Stacey, meanwhile, had dropped behind being short of gears, and left the course as already described.

The dust had scarcely settled from that when Bristow crashed his Yeoman Credit Cooper in the throes of a struggle with Mairesse at a spot just before Moss' incident.

Clark, in the remaining Lotus, had the rather unsettling experience of following Graham Hill's BRM through all the debris and gore immediately afterwards; he

(Continued on Page 5)

Out of the HORSES MOUTH

By TED DAVIS
of the Grand Prix Restaurant

A local battery charge may grow out of someone having been punched in the nose at the recent Indianapolis 500 race . . . A coterie of aficionados has started a special ad fund for a worthy cause . . . **Harvey Simon** has obtained one of the old Baldwins with an Olds mill; he plans to run at Santa Maria . . . **Cy Yedor,** the erstwhile MG Spl. pilot, is now with **J. C. Fortune** Cars in Culver City . . Laugh is on me —I almost had to go the box office route at the Santa Barbara races. After over a year as an announcer, I still can't get on the pass list as a worker. **Tom Lamona** finally took care of me as a radio announcer and writer . . . **Helen Amick, George Amick's** widow, has joined the staff here at the GP . . . Congrats to **Dick Todd,** the MOTORACING safety tech writer, who has been made a Member of the Purple Garter by the Women's SCC . . . Look for a big red special (De Soto-powered) with a masked pilot at the Santa Maria races . . . **Jane Brady** of the Women's SCC once taught US Navy fliers how to swim when downed at sea during a course at Quantico, Va

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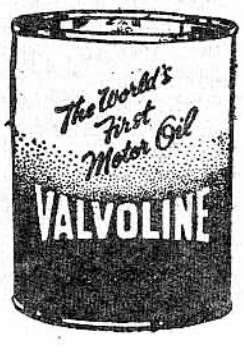

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VALVOLINE the World's First Motor Oil

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IF YOU'LL NOTICE the cunningly rendered drawing above, you'll see that the beard is back. It's not quite in its former glory yet, but all good things take time, don't you know.

We started our first full-scale beard about three years ago. Actually, you don't start a beard, you just stop not having one. Somehow people assume it's trouble to grow a beard, as though you planted seeds or used fertilizer. Really, it's no trouble at all. The thing that's trouble is **not** growing one.

Anyway, as long as we stay in the literary-geological worlds where we belong, we will be seen from the race venues along the sparkling Pacific to the placer fields of the fearsome Avawatz Mountains bearded like a saint.

Well, bearded, anyway.

Purr Schedule

Oh, by the by, we had to get rid of the Ferrari Squalo cat. Seems she sprang a leak somehow and was dumping oil all over the course. Catastrophe.

We conned a Jaguar dealer into buying her. Told him she was a real tiger.

"You're kitten me," he said, with a catty sneer.

"Not a bit," we countered. "She's a genuine Mouser."

Signs of the Times

People of good taste everywhere deplore the endless billboards which line the nation's highway, often threatening to so completely obscure the scenery that one might as well spend his vacation in Times Square. We recently ran across the following paragraph in a San Francisco newspaper. Can you guess who wrote it and when?

"These (businessmen), who invade all places with their rascally signs, and mar every landscape one might gaze upon in worship, and turn to a farce every sentimental thought that enters his brain."

Actually, this was written not of a highway **in** California, but rather of a highway **to** California . . . the Nicaragua crossing used by thousands of Americans on their way to and from the gold fields of the Mother Lode. The newspaper was the "Alta California," the date was 1866 and the reporter was Mark Twain.

The fight is never-ending, it seems.

Medical Note

Another quote, this time from "Science News Letter," in turn quoting the "Journal of the American Medical Association."

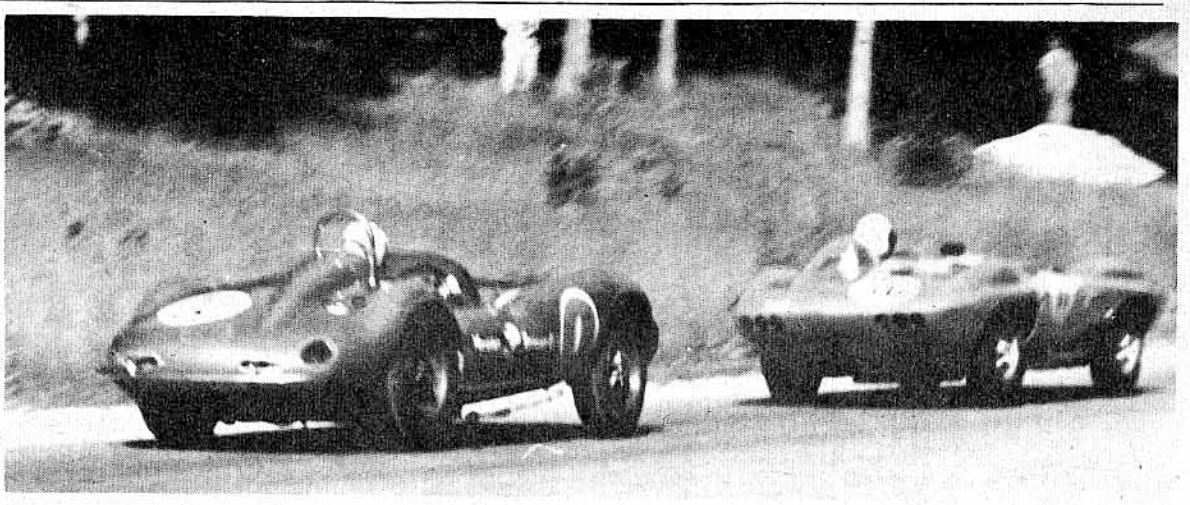
A Chicago doctor has warned fellow physicians to look out for patients with two new ailments: "Jaguar chest" and "Corvette hip."

Dr. Jerome F. Strauss Jr. said that four patients have come to him in the past six months with ailments related to sports cars and small sedans.

Two new drivers of sports cars suffered chest pains because their muscles were not accustomed to shifting gears and steering without power assistance.

Dr. Strauss said that foot room limitations may compel drivers to sit in positions that will cause hip and back pains.

Maybe we should have a sort of sports car Vic Tanny's where Detroit car drivers could get into shape for the arduous task of actually driving a car for the first time in their fat-bottomed lives.....



AUGIE PABST, in the Scarab I, here trails Dick Thompson, the Washington D.C. dentist, in the Chevy Sting Ray, in one of the three laps the latter led out of the 35 in the Road America International June Sprints at Elkhart Lake. Pabst was winner of the race.

Pabst Elkhart Winner

By DWIGHT PELKIN
Special to MOTORACING

ELKHART LAKE, Wis., June 19—Touted as the "car to beat" before racetime, the potent Meister Brauser Scarab of Milwaukee's Augie Pabst ran just as beautifully as it looked here June 19 at Road America. Under cloudless skies and before a record 33,000 people, the combination won the International June Sprints by a comfortable 24 seconds.

Trailing Pabst to the finish line was Washington D.C.'s fast-tooling Dr. Dick Thompson in his silvery Sting Ray. Thompson made it a two-car duel until the final three or four laps when Pabst's smooth-running Scarab began pulling far out front—and had it not been for several gravel-hitting incidents by the East Coast driver the cars might well have been tailpipe-to-nose all the way.

Pabst had no driving errors of any significance. He led for 129 of the 140 miles, trailing only on laps 13-14-15. And in winning, he averaged 85.54 miles an hour, including a fast 87.325 lap record on his 30th trip around. He was clocked at 141 miles an hour through the 3,700-foot Noraine Sweep "speed trap" as against Thompson's 143-per.

There were 38 starters, 27 finishers.

Coming home a distant third was Gaston Andrey of Farmingham, Mass., in a "Birdcage" Maserati. The Scarab, Masers, and Porsche RSKs had figured to provide the main dicing, but while four Porsches finished in the top 10, they were never really in contention.

The course continued its serious-accident-free record with the only mishap of consequence being an Elva-Lotus pranging in the semi-windup with Bob Stelloh of LaGrange, Ill., wrapping his Lotus around a tree—but suffering only minor injuries.

First race (15 laps, Class B. C. D. production) — Overall—1 Reed, Ferrari Gran Tourisimo; 2 Spooner, Corvette; 3 Knab, Corvette; 4 Lang, Corvette; 5 Romig, Porsche Carrera.
Class winners — B, Reed; C. Romig; D, Barton, Jaguar XK 150. Winner's avg. speed 77:15 m.p.h.
Second race (10 laps, Formula Junior) — 1 Wendt, Elva DKW; 2 Major, Stanguellini; 3 Cones, Stanguellini; 4 Kilburn, Taraschi; 5 Mayer, Lotus. 78.17 m.p.h.
Third run (3 laps, Vintage cars)—1 Mashek, Talbot Lago; 2 Wachs, Mercedes; 3. Loucks, Alfa; 4 Caperton, De la Haye; 5 Blume, HRG. 53.24 m.p.h.
Third race (15 laps (Class E—production) — 1 Black. Daimler Sp. 250; 2 Kaser, Alfa Romeo; 3 Flippo, Austin Healey; 4 Goans, Daimler; 5 Bryant, Austin Healey 100-6. 70.8 m.p.h.
Fourth race (15 laps, Class F, G, H—production)—Overall—1 Harris, Elva Courier; 2 Robinson, Fiat Abarth Monza; 3 Bye, Elva Courier; 4 Vollmer Porsche Speedster; 5 Schmidt, Porsche.
Class winners — F. Harris; G. Seven, Alfa Romeo; H, Phillips, A/H Sprite. 67.8 m.p.h.
Fifth race (15 laps, Class G, H—modified) — 1 Ripley, Lola; 2 Wyllie, Lotus XII; 3 Newcomer, Lotus Mark XI; 4 Wolf, Elva Mark 5; 5 Lindburg, Lotus Mark XI. Class winners — G. Ripley, H. Walsh, Walsh Special, 79.0 m.p.h.
Sixth race (35 laps, Class B, C, D, E, F—modified)—Overall — 1 Pabst, Meister Brauser Scarab; 2 Thompson, Sting Ray; 3 Andrey, Maserati; 4 Penske, Porsche RSK; 5 sharp, Cooper Monaco. Class winners — B, Pabst; C, Thompson; D, Andrey; E, Penske; F, Wuesthoff; Porsche RS-60, 85.54 m.p.h.

Brabham Wins

(Continued from Page 4)

slowed right down and who would blame him.

P. Hill Stops

Gendebien still led the second group with his Yeoman Credit Cooper, but the gearbox was beginning to tire and on the 22nd lap Graham Hill, driving magnificently, slipped through to take third place, pulling up on Phil Hill a little as well.

Suddenly on the p.a. there came the announcement that Phil had stopped out on the circuit and Ferrari's cup was indeed bitter as Mairesse had just retired with a useless gearbox. However the American's Ferrari suddenly appeared at the top of the straight and rolled into the pits; he had had a broken fuel line complete with fire but he was soon on his way again in fifth. McLaren then passed the flagging Gendebien and then was pleased to see Graham Hill suddenly slow coming out of the hairpin; a rod out the side, he rolled to his pits at the end, so disturbed at the events of the day that he did not think of stopping at the finish line to push over in three laps.

Mc Laren was still charging, though (as was Brabham, who set up a new fastest lap of 3'51.9") and virtue had its own reward when Gendebien gave up and rolled silently up to the finish line.

Another fine drive for Brabham, who never put a foot wrong, but it was a sad, sad, day.

1. Brabham (Cooper), 215.049kph, 36 laps; 2. McLaren (Cooper), 210.461kph, 36 laps; 3. Gendebien (Cooper) 1 lap behind; 4. P. Hill (Ferrari), 1 lap behind; 5. J. Clark (Lotus), 1 lap behind; 6. J. Bianchi (Cooper), 1 lap behind.

Calendar

JULY

1-4 — New England Nat'l, SCCA races, Lime Rock, Conn.
2-3 — Calif. SCC races, Santa Maria, Calif.
2-3 — Milwaukee SCCA races, Meadowdale, Carpentersville, Ill.
2-4 — San Jacinto SCCA races, Galveston, Tex.
2-4 — Charleston SCCA races, Walterboro, S. C.
3-4 — Cascade SCC races, Tillamook, Ore.
3-4 — USAC sports car races, Indianapolis, Ind.
4 — USAC Pikes Peak hill-climb, Pikes Peak, Colo.
9-10 — Washington SCCA races, Marlboro, Md.
9-10 — San Francisco SCCA races, Vaca Valley.
16 — English Grand Prix (Fl).
16-17 — New York SCCA races, Thomson, Conn.
16-17 — Indianapolis SCCA races, Stout Field.
16-17 — Colorado SCCA Nat'l. races, Continental Divide Raceway.
23-24 — No. New Jersey SCCA races, Vineland, N. J.
23-24 — Neoklahoma SCCA races, Muskogee, Okla.
23-24 — Milwaukee SCCA Nat'l. races, Meadowdale, Carpentersville, Ill.
23-24 — USAC sports car races, Bridgehampton, N. Y.

CSCC CONTEST BOARD DECISIONS

Action by the Contest Board of the Calif. SCC after the Santa Barbara races:

Jay Chamberlain's 1500cc Lotus was torn down and found to be OK.

Bob Size's MGA, driven by Scooter Patrick, was not torn down when the former admitted the car was "not in accordance with regulations." Patrick said he had asked if the car was legal and was told it was Size was suspended for one year. Patrick was held "not responsible."

Rene Pellandini's AC Bristol, driven by Ronnie Bucknum, was torn down and measurements made from top of the block to top of the pistons. It was found "not in accordance." or milled

Pellandini, Bucknum and Stu Haggart, the mechanic, appeared before the CB. Pellandini bought the car used and said it was that way at the time. Bucknum said he would not have driven it had he known it was in any way violating production rules.

Pellandini was suspended for one year, Bucknum for six months.

Ed Barker's Porsche, protested by Bob Size, was torn down and found to be legal. Dick Becker's protest that the "Birdcage" Maserati Bob Drake drove was running fuel was disallowed.

• Vignettes

(Continued from Page 3)

Monterey, Calif. phenom, goes in a DKW Formula Junior at the upcoming LA SCCA Pomona races. He recently got a Mk. V Elva and soon will be going in that one, too . . . There are beefs the San Francisco BMC FJ is some 100 pounds too light, but it doesn't seem reasonable. The minimum weight is 792 pounds, and they're checking on this now. . . **Gordon Martin** wrote the car weighs only 793 . . . A good Porsche driver, **Gary Beitel**, has been inducted into the US Army . . . **Dusty Brandel**, the Glamazon sports car columnist, is now back at her old haunts after a trip to South and Central America and Mexico City . . . **Stan Mott**, the madcap cartoonist, writes from NY that he has come up with something to protect your sports car. It's an item he calls "Little Jiffy, Posi-Slug, Spring - Loaded Bumper, Guards." Elsewhere in this issue you can see just what he means . . . Watch for a series to begin in this paper on some of the miserable speed traps that you run through on the way to the road races. One such dump-town is called Greenfield. It's in California, which is just thick with this kind of a rotten deal. They nailed me here recently; before that, they nailed me in another dump called Gilroy. More later . . .

Our **Henry Manney** reports from Paris that he got a note from the wife of Cliff Allison, the British Ferrari driver who was banged up at Monte Carlo, saying he is much better and even sitting up, but still a little rattled. They hope to be back to London soon . . . Apparently the leg injury **Phil Hill** suffered after practice at Zandvoort, when some local hotshoe in a C-Jag ran into him, wasn't too serious, for he finished fourth in the Belgium GP. . .

Johnny Lail
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RALLY STANDINGS

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CLUB	MARK II	WHEELE BOUNCE	D'ORO	GREAT WESTERN	ORBIT I	TOTAL
DRIVERS								
1.	Jerry Aarons	Southwest	12	25	23	15	22	97
2.	Bill Chester	Rallymasters	*	22	21	24	21	88
3.	Doug Linder	Northrop	15	24	16	20	11	86
4.	Jack Sparks	Pacific	23	*	25	0	25	73
5.	Robert Cook	Tri-Angles	14	17	3	16	23	73
6.	Don Royer	Lockheed	22	6	0	23	18	69
7.	Gordon Madison	Northrop	19	10	8	18	13	68
8.	Jerry O'Brien	Rallymasters	20	14	1	*	24	59
9.	Bill Eichelkraut	Northrop	21	21	9	0	0	51
10.	Wanda Taylor	C. A. R.	17	0	13	5	12	47
11.	Bill Rector	C. A. R.	25	4	*	17	*	46
12.	Chuck Meredith	Rallymasters	*	15	22	6	0	43
13.	Duane Sparks	C. A. R.	*	23	18	0	0	41
14.	Les Weisbrich	C. A. R.	7	19	14	0	0	40
15.	Cal Hudspeth	Rallynauts	13	16	0	8	0	37
16.	Dick Coulter	C. A. R.	0	13	10	11	*	34
17.	Betty Enoch	Northrop	*	0	17	*	17	34
18.	Bill Doyle	C. A. R.	0	*	*	19	14	33
19.	Ron Jones	San Diego RC	0	*	15	*	16	31
20.	Gwen Thigpen	C. A. R.	0	0	*	22	9	31
21.	Bernice Branson	C. A. R.	8	0	20	2	0	30
22.	Bob Piercy	C. A. R.	0	11	*	0	19	30
23.	Flo Schumann	Southwest	*	*	*	25	*	25
24.	Dick Kermode	C. A. R.	24	0	0	0	0	24
25.	Harry Schuck	Rallynauts	0	0	24	*	*	24
NAVIGATORS								
1.	Dick Anderson	Southwest	12	25	23	15	22	97
2.	Ted Sparks	C. A. R.	23	0	25	21	25	94
3.	Elizabeth Chester	Rallymasters	*	22	21	24	21	88
4.	Jack Carlson	Northrop	15	24	16	20	11	86
5.	Howard Frank	Lockheed	22	6	0	23	18	69
6.	John Ryan	Tri-Angles	10	17	3	16	23	69
7.	Don Black	Northrop	19	10	8	18	13	68
8.	Don Simpson	Rallymasters	20	14	1	*	24	59
9.	George Taylor	San Diego RC	0	*	15	21	16	52
10.	Bert Johnston	Northrop	21	21	9	0	0	51
11.	Chas. Kenyon	C. A. R.	17	0	13	5	12	47
12.	George Blondin	C. A. R.	25	4	*	17	*	46
13.	Patt Meredith	Rallymasters	*	15	22	6	0	43
14.	Jerrie Sparks	C. A. R.	*	23	18	*	0	41
15.	Doug Sawin	C. A. R.	7	19	14	0	0	40
16.	Ruth Piercy	C. A. R.	9	0	*	22	9	40
17.	Gene Kiggins	Tri-Angles	18	*	12	7	*	37
18.	Bob Cole	Rallynauts	13	16	0	8	0	37
19.	Ron Going	C. A. R.	0	13	10	11	*	34
20.	C. K. Enoch	Northrop	*	0	17	*	17	34
21.	Marge Moyer	C. A. R.	0	*	*	19	14	33
22.	Scott Branson	C. A. R.	8	0	20	2	0	30
23.	Al Nesbitt	C. A. R.	0	11	*	0	19	30
24.	Charlie Schumann	Southwest	*	0	*	25	*	25
25.	Larry Harris	C. A. R.	24	0	0	*	*	24

*Did not compete.

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	MARK II SC	WHEELE BOUNCE SC	BOON-DOCKS NC	D'ORO SC	ALPINE NC	GREAT WESTERN SC	ORBIT I SC	TOTAL
DRIVERS									
1.	Jack Sparks	23	*	12	25	*	*	25	85
2.	Don Royer	22	6	*	0	*	23	18	69
3.	Bill Chester	*	22	0	*	*	24	21	67
4.	Jerry Aarons	*	25	0	23	*	15	*	63
5.	Robert Cook	14	17	*	*	24	*	*	55
6.	Joe Booth	*	*	25	0	23	0	*	48
7.	Ron Jones	0	*	16	15	*	*	16	47
8.	Dean Shippen	*	*	20	*	25	*	*	45
9.	Phyllis Banks	*	*	24	*	19	*	2	45
10.	Cal Hudspeth	*	16	8	0	*	8	0	45
11.	Bernice Branson	8	0	*	20	14	2	0	44
12.	Chuck Meredith	*	15	*	22	*	6	0	43
13.	Bill Rector	25	*	*	*	*	17	*	42
14.	Duane Sparks	*	23	0	18	*	*	*	41
15.	Harold Schell	2	*	23	*	16	*	*	41
16.	Dick Coulter	0	13	17	10	*	*	*	40
17.	Les Weisbrich	7	19	0	14	*	0	0	40
18.	Mike Goodwin	0	0	12	12	*	7	*	31
19.	Virginia Thomas	*	*	3	4	21	*	0	28
20.	Dick Kermode	24	0	*	0	*	0	0	24
21.	Fred Behringer	16	5	*	0	*	*	*	21
22.	Bob Blair	*	*	10	*	9	*	*	19
23.	Bob Piercy	0	11	8	*	*	0	*	19
24.	Bill Johnson	18	*	*	*	*	*	*	18
25.	Doug Linder	15	*	*	*	*	*	*	15
NAVIGATORS									
1.	Ted Sparks	23	*	*	25	24	*	25	97
2.	Howard Frank	22	6	*	0	*	23	18	69
3.	Elizabeth Chester	*	22	0	*	*	24	21	67
4.	Dick Anderson	*	25	0	23	*	15	*	63
5.	Bob Cole	13	16	18	0	*	8	0	55
6.	Sandy Booth	*	*	25	0	23	0	*	48
7.	George Taylor	0	*	16	15	*	*	16	47
8.	Isabel Blandford	*	*	20	*	25	*	*	45
9.	Homer Banks	*	*	24	*	19	*	2	45
10.	Scott Branson	8	0	*	20	14	2	0	44
11.	Patt Meredith	*	15	*	22	*	6	0	43
12.	John Ryan	10	17	*	*	15	*	*	42
13.	George Blondin	25	*	*	*	*	17	*	42
14.	Jerrie Sparks	*	23	0	18	*	*	*	41
15.	Barbara Schell	2	*	23	*	16	*	*	41
16.	Doug Sawin	7	19	0	14	*	0	0	40
17.	Gene Kiggins	18	*	*	12	8	*	*	38
18.	Ron Going	0	*	17	10	*	11	*	38
19.	Jim Coyle	16	5	*	0	10	*	*	31
20.	Bill Thomas	*	*	3	4	21	*	0	28
21.	Larry Harris	24	0	*	0	*	*	*	24
22.	Barbara Kerr	*	*	10	*	9	*	*	19
23.	Al Nesbitt	0	11	8	*	*	0	*	19
24.	Frank Herman	*	0	0	6	*	12	0	18
25.	Jack Carlson	15	*	*	*	*	*	*	15

* Did not declare for State points.

NORTHWEST RALLY COUNCIL CHAMPIONSHIP POINT STANDINGS

POS.	NAME	PUGET SOUND	CASCADE	TOTAL
DRIVERS				
1.	Dexter Walter	100	100	200
2.	Walter Lewis	60	85	145
3.	Jim Stahler	70	70	140
4.	Jack Deno	85	0	85
5.	Bill Mohr	22	60	82
NAVIGATORS				
1.	Don Kirkwood	100	100	200
2.	Robert Lewis	60	85	145
3.	Ed Levin	70	70	140
4.	Judi Anderson	22	60	82
5.	Dean Hannig	32	38	70

VACAVILLE RACES

VACAVILLE, Calif — A 10-event race, featuring both rare modified and standard production sports cars, will be held at Vaca Valley Raceway July 9-10.

Races are sanctioned by the San Francisco region of SCCA.

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Rally Sparks

By DUANE SPARKS

At its regular meeting last Tuesday evening, the Advisory Board of the Southern California Council of Sports Car Clubs reviewed and approved the recommendations of the Rally Committee regarding contestants' protest of Long Beach MG Club's Championship rally, the GREAT WESTERN.

As a result of this action, the club has been requested to rescore the event for Championship points after eliminating legs 6 and 13. Both these legs are to be omitted from the rally because of faulty instructions which, if followed literally, would have led contestants off the intended rally course. The device used by Long Beach MG Club, which provided each entrant at the end of the rally with a coupon entitling him to omit any leg of his choosing in totalling his errors for the event, is to be disregarded in the calculation of SCC-SCC Championship points. Reason is that the possibility that the event might not qualify as a Championship rally for some contestants who might choose to throw out one of the longer legs—thus finding themselves left with less than 6 hours of driving time remaining for scoring.

Although the rally itself was originallly scheduled for slightly over 11 hours, the removal of legs 6 and 13 reduce it to 9:21—including about 3 hours of rest stops and free time. So with only 6:21 of driving time, the removal of any leg of more than 21 minutes' length would have resulted in less than a 6 hour event—the minimum for an SCCSCC championship rally.

The result shown on this page and the SCCSCC point standings as well as the California Championship point standings have been adjusted to give effect to the Advisory Board's action described above. This coming weekend will see all the contenders for California Championship points taking the long jaunt to Sacramento for CLOCK & DIAL'S BIG BEN, a Northern California Council Championship event, followed the next week by C.A.R.'s FRIDAY NIGHTER and SANTA BARBARA FCCA's SEMANA NAUTICA.

VACCINATE 'EM

The saliva of a rabid dog may be infectious as long as 12 days before symptoms appear.

RALLY RESULTS, CALENDAR

LONG BEACH M G CLUB GREAT WESTERN (CORRECTED) MAY 15 BILL WINGER R.M. 110 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Flo Schumann	Charlie Schumann	Southwest	A-H	1:36
2.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	1:59
3.	Don Royer	Howard Frank	Lockheed	300 SL	2:26
4.	Gwen Thigpen	Ruth Piercy	C. A. R.	A-H	2:52
5.	Ted Sparks	George Taylor	C. A. R.	Sprite	3:15
6.	Doug Linder	Jack Carlson	Northrop	Porsche	3:37
7.	Bill Doyle	Marge Moyer	C. A. R.	A-H	3:40
8.	Don Black	Gordon Madison	Northrop	Peugeot	3:50
9.	Bill Rector	George Blondin	Astro	A-H	3:54
10.	Bob Cook	John Ryan	Tri-Angles	Porsche	4:34
11.	Jerry Aarons	Dick Anderson	Southwest	Porsche	4:35
12.	Rod Stoik	Chris Stoik	Glendale FCCA	Elva	4:38
13.	Dick Butler	Lorraine Butler	C. A. R.	Porsche	5:09
14.	Jim Traughber	Frank Herman	Rallymasters	TR-3	5:37
15.	Dick Coulter	Ron Going	C. A. R.	TR-3	6:25
16.	Millie Gruver	Tip Gruver	Rallymasters	Peerless	6:26
17.	Robert Gardner	Frank Kranz	Indian Wells	Porsche	6:38
18.	Cal Hudspeth	Bob Cole	Rallynauts	Alfa	6:48
19.	Mike Goodwin	Gene Kiggins	C. A. R.	Chevrolet	6:57
20.	Chuck Meredith	Patt Meredith	Rallymasters	Peerless	7:10
21.	Wanda Taylor	Chas. Kenyon	C. A. R.	Porsche	7:23
22.	Norm Christianson	Ramona Christianson	Rallymasters	Volvo	7:33
23.	Jim Neros	Doug Klick	AHOC	A-H	7:37
24.	Bernice Branson	Scott Branson	C. A. R.	A-H	8:01
25.	Eugene Hughes	Roy Blay	Lockheed	Jaguar	8:02

ISCARA XX RALLYE JUNE 17 ERNIE HEALY RALLYMASTER 50 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
GUESTS					
1.	John Grafton	Dewaine Peebles	NASCAD	Corvette	5:00
2.	Jim Neros	Doug Klick	MG C of A	A-H	9:50
3.	Al Kuhn	Joe Teagarden	Aerojet	VW	10:08
MEMBERS					
1.	Molly Hyman	Marjorie Chapman	ISCARA	Hillman	11:57
2.	Carl Young	Helen Young	ISCARA	Sprite	13:25
3.	Bill Evans	Jim Fallon	ISCARA	MG TF	26:23

SAN GABRIEL VALLEY FCCA FOLIES DES FEMMES JUNE 19 B. BALLARD & J. GARDETTA 24 CAR

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Gwen Thigpen	Ruth Piercy	C. A. R.	A-H	:31
2.	Virginia Dudley	Sharon Coulter	Pacific	TR-3	2:33
3.	Sonnie Angerson	Joan Knepp	San Gabriel	MG	3:21
4.	Mabel Lucas	Margaret Schnanke	San Gabriel	Volvo	4:16

rallies

JULY

1 - - - CALIF. ASSN. OF RALLYISTS FIRST FRIDAY NIGHTER II, 2½ hr. simple nav. expert, novice & S.O.P. classes, 8 P.M. Bond's Victory & Sepulveda, $2, Scott Branson Rallymaster EX 7-0919

2-3 - - SANTA BARBARA FCCA SEMANA NAUTICA IX an SCCSCC open nav. event, 12 hr. 10 P.M. Jordano's 2973 State St. Santa Barbara, $5 Stock & Modified classes Write 1690 San Leandro Lane, Santa Barbara WO 9-0383

9-10- - KOKANEE SCC PETITE ALPINE, an ICNSCC Championship nav. rally Trail, B. C.

9-10- - MODESTO 99ers. PASO DE LAS SIERRAS IV nav. 8 hrs. Sat. 6 hrs. Sun. 8 A.M. $24 includes fees, meals, lodging.

10 - - - SANTA MONICA FCCA PUCK'S PANIC RALLY 4½ hr. nav. 8 A.M. Robert's, Pico & Sepulveda, $3, Pete Palmer & Chuck Rogers R.M.s GR 4-4424 Beach party too.

16- - - NORTHROP RECREATION SCC SIERRA VII an SCCSCC Championship nav. event for July, 9½ hrs. 8 A.M. Merle's U. S. Alt. 101 at McArthur Blvd. Corona del Mar $6, Bill Eichelkraut, rallymaster. For entries C. K. Enoch DA 6-7480

23-24- - FORMULA FOUR INC. TEMPUS FUGIT I an NCSCC Championship nav. event. 11 hrs. 8 P. M. Sadie's Hwy 40 & Tennessee St. Vallejo $4, 825 Brentwood St. Vallejo

On Wisconsin National SCCA Rally Official Results – First 10

POS	DRIVER	NAVIGATOR	CAR	POINTS
1	Jo Anne Carlisle,	Bill Carlisle	VW-KG	118
2 *	Barbara Bickham	James Bickham	M-B 190SL	149
3	E. K. "Gene" Kelly	Ruth B. Kelly	M-B 300SL	152
4	Rod Whelan	Mary Whelan	TR-3	188
5 *	Richard H. Dittus	William D. Wells	Porsche	193
6	Constance Burns	John Burns	Citroen	196
7	Robert Stevenson	Bob Schindler	Porsche	223
8	Ken Hybarger	Connie Hybarger	T-Bird	278
9	Roger Dick	Kenneth Recu	Alfa Romeo	293
10 *	Scott Harvey	Nadine Harvey	Porsche	340

* Winning team—682 points

EDITORS, TOO

Male clerical workers and wives of unskilled workers are the most unhappy and discontented elements of American family life. —Joint Commission on Mental Illness and Health report.

SHORT-LIVED

Age of the average passenger car driven in this country is just under six years.

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All White - Black Interior
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NEVER RACED
Priced for Immediate Sale $1995
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Your Imported Car Dealer for the West Valley
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NEEDS COMPLETING. AS IS . . .
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Lotus XI LeMans, New Stage III Climax engine, wishbone front suspension. ZF, close ratio gearbox. 4 races, never wrecked. Perfect throughout. $3995. A. L. O'Connor, 44238 N. 12th St. East Lancaster, Calif. WH 2-0013

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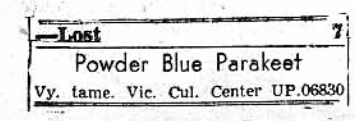
Blue Most Popular Volkswagen Color

Blue is the most popular color among new VW buyers. Samuel Weill, Jr., executive VP of Competition Motors here, which distributes VWs in So. Calif., So. Nevada and Arizona, suspects it's due to the "current Ivy League influence."

Thirty-nine per cent of buyers order their new VWs in arctic blue or indigo blue. The second most popular color is green (21% and three shades), with flint grey (17%) next, followed by solid black (14%), and Indian red (9%) trails.

YOUNG DRIVERS

Although making up less than 14 percent of the driving population, drivers under age 25 were involved in nearly 29 percent of all fatal accidents in the United States during 1959.



At long last . . . complete germ-combating protection for the poor mechanic's hands before he begins his work! LIQUID GLOVES - which forms an invisible smoothing film over the susceptible pores of the skin - is in no way sticky or bothersome. But . . . its magical silicones will act as a positive shield against the damaging irritants found in grease . . . gasoline . . . and the effects of harsh detergents. Available in 4-Oz. self-dispensing bottle packed 12 to the carton. May also be ordered in 8-Oz. and 1-gallon sizes. Write now for free literature, or send $1 for your trial bottle of LIQUID GLOVES.—
PHYSICIANS FORMULA, INC., Department L-1 3823 Wilshire Blvd., Los Angeles 5, Calif.

Geri Fleming New Ad Manager

(Continued from Page 1)

mates Corvette Club, Valley Vettes and Corvette Owners of North Hollywood.

Lou Ames, who writes automobile insurance, has been an avid sports car racing follower for five years. He is a member of the California Sports Car Club and has raced in events staged by that organization. He drives a Porsche 1600 Super coupe.

For any display advertising information, please call either Miss Fleming or Ames at HOllywood 9-3594. For classified advertising, the number is AXminister 2-0287.

Letter

WORTHY RACE GROUP

. . . . USARM is coming along fine. In fact it is hard to keep from biting off too much too soon. Between SCCA and RDC we average 20 days between racing or race school sessions up here.

We have over 120 paid-up members plus another 25 or so who are still sending in rock bottom dues. We plan to hold to the bite of $3 for the 12 or more months. I just can't see even that much just to belong to an organization in which you get the privilege of spending more every time you work a race. Gas, meals and motels.

So, to keep solvent we charge SCCA and RDC for our direct expenses plus a proportion of administration costs. With these funds we are starting training and printing of general and specific instructions for marshals. With more money we will do some research on better equipment on the turns. Already we have come up with better flags. They are plasticized so as to have no reaction to rain. Very successful.

Our membership includes all the flagmen, firemen, phone girls, and turn marshals. Also there are some in tech and scoring. SCCA has their own people for the last two but we are preparing for any eventuality.

As yet we have not firmed up with chapters in any other section. Working on details whereby it will not be an added expense to anyone. We are, however, associated with the British Motor Racing Marshals and the same association in South Africa. I was very much helped by several conferences with the former. Good fun meeting them, too, and watching them at Silverstone last year.

Besides a better way of life for race workers we intend to bring about a uniform system of perfect marshal procedure. We know our local ways can be improved and are learning how other areas operate. . .

JOHN D. DUNCAN
President, USARM
(U.S. Auto Race Marshals)
Hayward, Calif.

JOHNSON WINS $25,650

CHARLOTTE, N. C., June 19—Joe Lee Johnson, a 29-year old Chattanooga mechanic, won the first world 600-mile stock car race today before a crowd estimated by track officials at 87,000.

He drove a 1960 Chevrolet and won $25,650 in the $107,775 race. Johnson's average speed was 107.752 miles per hour,

Bristow, Stacey, Bryan Killed; Moss Injured

(Continued from Page 1)

Bristow was driving a Yeoman Credit Cooper.

Stirling Moss In Hospital

Moss, the best-known of the Formula 1 and sports car pilots, is in the hospital at Malmedy, near Francorchamps. It was reported he suffered broken legs, three fractured ribs and a broken nose. He is on his way to recovery.

Witnesses said Moss' Lotus lost a wheel while he was driving about 120mph over the world's fastest (8.3-mi.) true road circuit. The car spun into an embankment and Moss was thrown 50 feet, landing in a soft-earth clearing. It took the ambluance eight minutes to get to him.

Taylor flew off the road on the same lap. Unnoticed, he lay in the woods for a long time, seriously hurt, before aid reached him.

Reporting on the Belgium fatalities, Robert Daley, NY Times expert who covers road racing abroad, wrote:

"Bristow and Stacey died within a few minutes and a few hundred feet of each other on the same long, sweeping, fast right-hand bend where Stirling Moss crashed yesterday . . . Cars hit that turn at about 120 miles an hour. As the driver holds the car into the turn, accelerating all the while, his car slowly drifts sideways toward the outside edge of the road.

Bristow Hurled Into Barbed Wire

"A moment's carelessness or bad luck and the driver will lose control and fly off the road. At the outside edge of this turn is an embankment, then a meadow, which sometimes is used as a pasture: it is bounded by barbed wire.

"The embankment is about 4 feet high, and the barbed wire is in the meadow about 10 feet back from the road.

"Bristow's Cooper apparently struck the bank, hurling him into the barbed wire, which beheaded him.

"He was 22, unmarried, and for four seasons had been known as the wild man of British club racing. The son of a London garage owner, he had spun out or crashed on nearly every circuit he raced on.

"A man can get away with this for a time on slower circuits in slower cars. But this eight-and-three-quarter-mile road circuit is the world's fastest. Brabham's average speed for the 2-hour-21-minute-37-second race was 134 miles an hour.

Bird May Have Hit Stacey

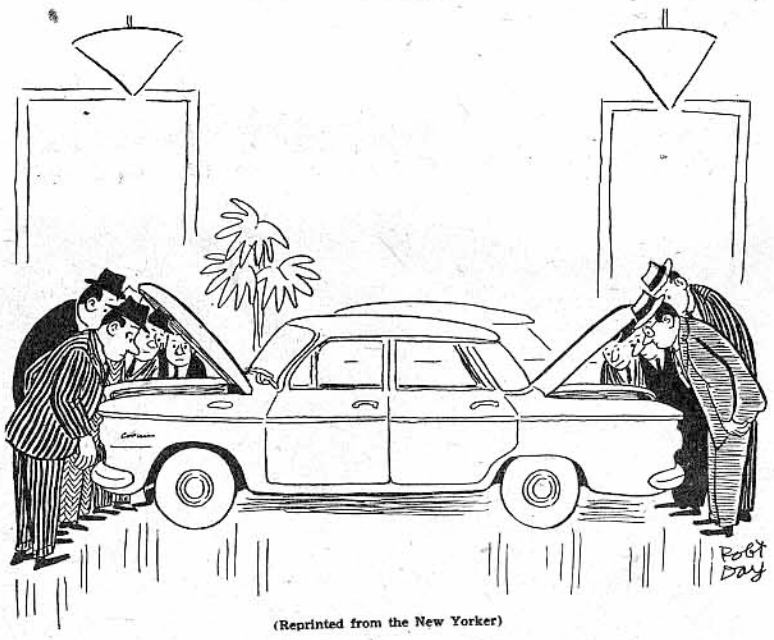
" 'We all knew this was going to happen,' a friend of Bristow's said after the accident. 'It does no good to say so now, but Chris simply did not have the experience to drive that way in Grand Prix racing.' "

There was no other car near when Stacey, 26 and also unmarried, crashed. Since some feathers were found on the windshield of his factory Lotus, there was speculation that a bird had hit him, or, according to Timesman Daley, that the car had burst into flames first, then shot off the road as he recoiled from the flames.

Henry Manney reported Stacey burned to death.

A rear-engined car, the Lotus has gas tanks on either side of the driver and in front of him above his legs.

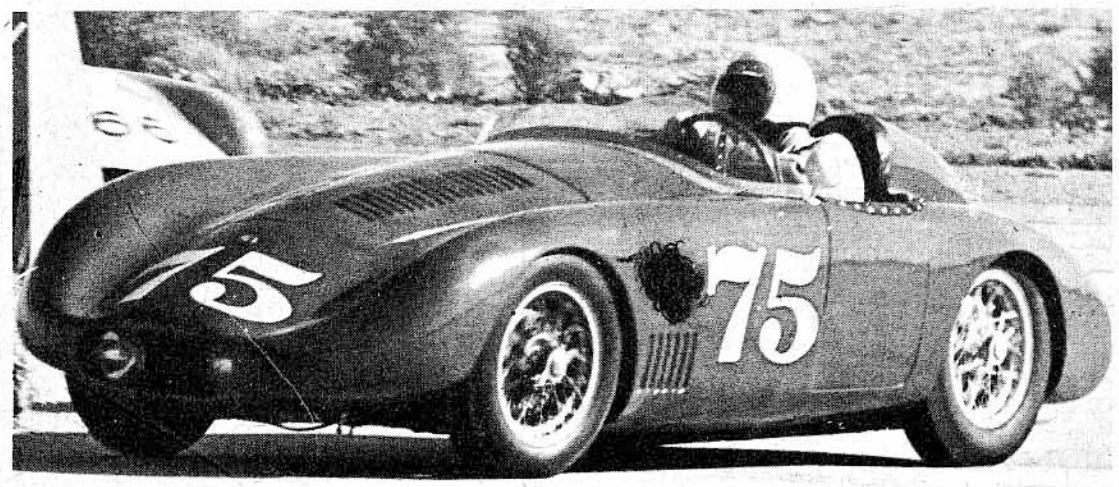
Stacey began racing in England in 1955, and in 1958 won 16 club races there. He competed—but was a DNF—in the US Grand Prix at Sebring, Fla., last December. He drove a Lotus.



(Reprinted from the New Yorker)

Sebring Winner (Bargain!) For Sale

This 1100 C.C. OSCA-Type MY-4-Was 1954 Sebring Overall winner, Class winner and Index winner. Stirling Moss was the Driver.
Three races since complete rebuild, including body modifications . . . Excellent shape . . . Red . . . No 75 . . . Many spares, trailer and 1500 C.C. Engine if desired.
Doc Burgraff, owner.
Phone J. R. Austin, MU 1-9651, or write MOTORACING, P. O. Box 1127, Culver City, Calif.



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NEWS
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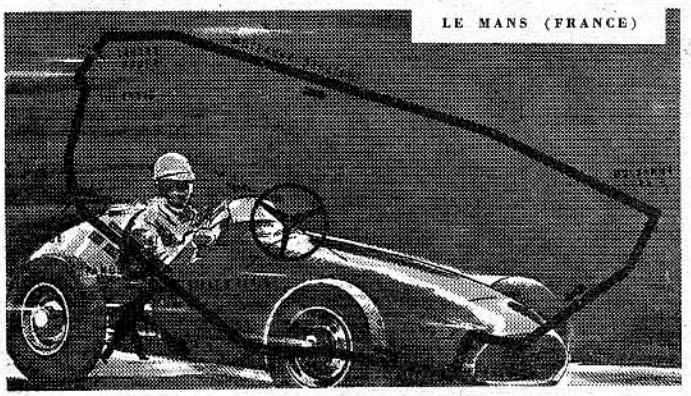
MODENA **Ferrari** ITALIA



(Continued from Front Cover)

placing third. It was driven by Salvadori and James Clark of Great Britain.

Three hours of heavy rain cut down speeds substantially and made the course dangerously slick last night, but there was no serious accident over the 13.461km. (8.36mi.) road circuit, most famous in the world. This morning it was foggy, but it cleared up later.

Jaguar and Maserati threats petered out early in the going. The only one that stuck as a threat to the vaunted red Italian car was the Aston-Martin.

It was a great comback victory for Enzo Ferrari, the Italian car builder. He tried again with an improved version of the same 12-cylinder Ferrari which outran the field in 1959, only to fail in the closing hours.

For Gendebien, 36, scion of one of Belgium's richest families, it was his second Le Mans victory. He and Phil Hill, Santa Monica, Calif., won in 1958.

Last night, the Briggs Cunningham-Bill Kimberly Corvette went off the road in the rain. It caught fire and was destroyed by flames. Kimberly, driving at the time, was uninjured.

All the Jaguars broke down.

Hill was paired with Wolfgang von Trips, but the car ran out of gas less than 90 minutes after the start. They had forgotten to fill the tank. The Pedro Rodriguez-Ludivigo Scarfiotti team Ferrari also ran out of gas.

The Jaguar of Riverside's Dan Gurney and Walt Hansgen gave up shortly before 2 a.m. It had lagged far behind with ignition trouble.

Frere, 42, is a journalist.

(Next issue: Full report and photos by MOTORACING'S Henry N. Manney III)

Following are the distances covered in kilometers by the 25 finishers out of the 55 starters (a kilometer is approximately five-eights of a mile):

1—Gendebien-Frere (Belgium-Ferrari)	4,217,530
2—Rodriguez-Pillette (Ferrari)	4,163,670
3—Salvadori-Clark (British-Aston Martin)	4,117,710
4—Tavano-Loustel (France-Ferrari)	4,055,928
5—Arents-Connell (U.S.A.-Ferrari)	4,030,271
6—Elde-Noblet (Belgian-French-Ferrari)	4,029,004
7—Hugus-Pabst (U.S.A.-Ferrari)	4,019,930
8—Fitch-Grossman (Chevrolet-Corvette)	3,782,006
9—Ballie-Fairman (Britain-Aston Martin)	3,780,729
10—Lilley-Gambles (U.S.A.-Corvette)	3,713,733
11—Linge-Walter (Germany-Porsche)	3,619,759
12—Barth-Seidel (Germany-Porsche)	3,552,458
13—Lund-Escot (Britain-M.G.)	3,522,379
14—Masson-Laurent (France-Lotus)	3,513,011
15—Sanderson-Rotschild (Britain-U.S.A.-Triumph)	3,458,402
16—Wagstaff-Marsh (Britain-Lotus)	3,454,902
17—Laureau-Armagnac (D. B. Panhard)	3,405,447
18—Liston-Ballistat (Britain-Triumph)	3,404,575
19—Bolton-Becquart (Britain-Triumph)	3,364,264
20—Dalton-Colgate (Britain-U.S.A.-Austin-Healey)	3,307,438
21—DeLong-Bruwaene (France-D.B. Panhard)	3,277,250
22—Wicky-Gachnang (Switzerland-A. C. Bristol)	3,221,201
23—Bentley-Gordon (Britain-U.S.A.-Osca)	3,189,808
24—Bouhard-Jaeger (France-D. B. Panhard)	3,068,847
25—Bartholoni-St. Aubin (France-D. B. Panhard)	3,001,545